

CA6 MD 87

T67

URBAN/MUNICIPAL

Transit Services
Hamilton-Wentworth
and Halton Region

CAG MD 87

T67



Developing the ability in Disabled Adults

SUBMISSION

HAMILTON PUBLIC LIBRARY

MAR 27 1987

GOVERNMENT DOCUMENTS

PRESENTED TO:

Transit Advisory Group to
The Ministry of Transportation
and Communications of Ontario

RE:

Transit Services Hamilton-Wentworth
and Halton Region

Community Services Advisory Committee
Hamilton Region Ontario March of Dimes
c/o Susan Ginn
495 Woodward Avenue
L8H 6N6
(416) 547-9233

January 31, 1987

The Honourable John B. Aird
Lieutenant Governor of Ontario
Patron
Wade Hampton
President
Andria Spindel
Executive Director

Hamilton Regional Office
495 Woodward Avenue,
Hamilton, Ontario
L8H 6N6
(416) 547-9233

Twenty Emerald North
Apartment project
for the physically disabled
20 Emerald Street N.,
Suite 309,
Hamilton, Ontario
L8L 8A4
(416) 528-4261

Income Tax Registration
No. 0224949-11-13

HAMILTON PUBLIC LIBRARY

1911

GOVERNMENT OF CANADA

CONTENTS

Introduction	1
GO Transit	4
Halton Transportation	6
Ontario March of Dimes Transportation Policy	8
Summary of Recommendations	10
Summary	11
Bibliography	13

1900

THE
TABLE
OF
CONTENTS
OF
THE
VOLUME
OF
THE
JOURNAL
OF
THE
ROYAL
ANTHROPOLOGICAL
INSTITUTE
FOR
1900

THE PROVINCIAL GOVERNMENT SHOULD
ADOPT AS POLICY, THE FUNDING ACROSS
ONTARIO, OF ONLY THOSE NEW PUBLIC
TRANSIT SYSTEMS WHICH ARE PHYSICALLY
ACCESSIBLE.

- ONTARIO MARCH OF DIMES
POLICY ON PROVINCIAL TRANSPORTATION

RECEIVED
JAN 10 1964
FBI - NEW YORK

THE FOLLOWING INFORMATION WAS
OBTAINED FROM THE NEW YORK
OFFICE OF THE DISTRICT ATTORNEY
ON JANUARY 9, 1964:

RE: JAMES EARL RAY
ALIAS: "JAMES EARL RAY"

RE: JAMES EARL RAY
ALIAS: "JAMES EARL RAY"

RE: JAMES EARL RAY
ALIAS: "JAMES EARL RAY"

RE: JAMES EARL RAY
ALIAS: "JAMES EARL RAY"

INTRODUCTION

People with physical disabilities, because of inadequacies of transportation service, are being denied "individual opportunity for variety, range of choice and personal advancement".¹

According to a report published by Transport Canada in 1983, approximately one in ten persons in Canada have a permanent disability. With a population of 3.4 million in the area encompassing Metropolitan Toronto, Peel, York, Durham, Halton and Hamilton-Wentworth, approximately 340,000 could be identified as being transportation handicapped in some way.

People with permanent physical disabilities are not the only persons with mobility problems. Even though elderly people are not necessarily mobility impaired, many people face increasing physical difficulties that limit their mobility as they become older. Nearly all people at one time fall prey to disabling circumstances such as a sprained ankle, broken leg, heart condition or other temporary disability that may lead to mobility problems not unlike those of people with permanent disabilities. The addition of latent demand of disabled people for transit will escalate again the number of people requesting service. The latent demand for an activity is the difference between existing participation rates and those rates that might

¹ The Comprehensive Plan. Chicago Department of Development and Planning 1966, p8

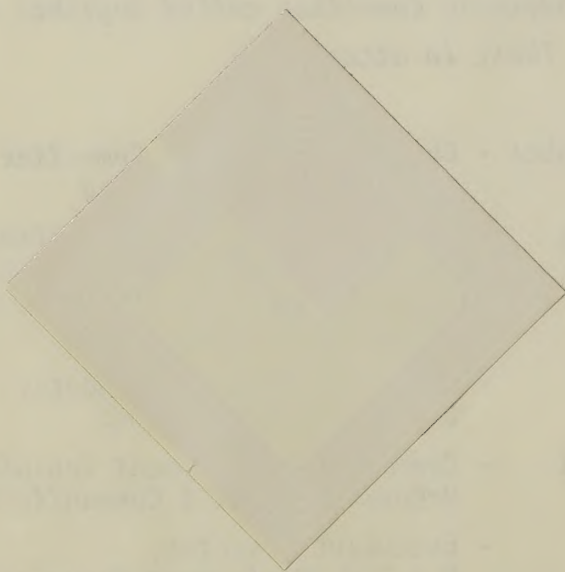
come about under some known or unknown alternative circumstances. In consequence, a large part of the urban and rural population is being denied, in varying degrees, access to essential services and active participation in, and contribution to community life.

To discuss this issue of inadequacies of transportation service, the Ontario March of Dimes, Hamilton Regional Community Services Advisory Committee called together a number of persons. Those in attendance:

- | | |
|-------------------------|--|
| Ms. Pamela Caine Stokes | - Chairman, Oakville Committee for the Physically Disabled |
| Mrs. Geraldine Copps | - Alderperson, City of Hamilton and Chairman, Hamilton-Wentworth Regional Advisory Committee for the Physically Disabled |
| Mrs. Susan Ginn | - Community Services Manager, Ontario March of Dimes |
| Ms. Basilia Iatomasi | - Community Development Consultant, McQuesten Legal & Community Services |
| Ms. Aznive Mallett | - Executive Director, P.A.T.H. Employment Services |
| Mrs. Helen McLaren | - Community Relations Co-ordinator Disabled & Aged Regional Transit System |
| Mrs. Joan Muir | - Chairperson, Burlington Committee for the Physically Disabled |
| Ms. Ruth Selby | - United Disabled Consumers |
| Mr. Bob Smith | - United Disabled Consumers |
| Mrs. Rene Tunney | - Community Services Officer, Ontario March of Dimes |
| Ms. Norma Walsh | - Director Social Planning & Policy Development, Regional Social Services, Regional Municipality of Hamilton-Wentworth |

... of the ...
... of the ...
... of the ...
... of the ...

... of the ...
... of the ...
... of the ...
... of the ...



... of the ...
... of the ...
... of the ...
... of the ...

... of the ...
... of the ...
... of the ...
... of the ...

... of the ...
... of the ...
... of the ...
... of the ...

... of the ...
... of the ...
... of the ...
... of the ...

... of the ...
... of the ...
... of the ...
... of the ...

As a result of these discussions, we would like to bring to the attention of the Transit Advisory Group two areas currently under investigation that could provide inter-regional transportation for the disabled. One is GO Transit and the other is the proposed Halton Transportation system. Both areas of study deal with the relationship of transportation inter-regionally (between regions) and intra-regionally (within regions).

As a result of these observations, the results of the
the utilization of the various methods of the present
investigation must be considered as being of a preliminary
nature. It is suggested that a further investigation of the
method of the present study is necessary and that the results
of this study be compared with the results of other studies
of the same nature. It is suggested that the results of this
study be compared with the results of other studies of the
same nature.

GO TRANSIT

At the present time there is no transportation system between regions for people with physical disabilities, that is manageable and affordable. The physical accessibility of the GO Transit system would provide people with physical disabilities similar opportunities, (as the able bodied persons) in choices for recreation, education, employment and medical services.

We applaud the Government of Ontario for the Proclamation of the Decade of Disabled Persons and for the principles enunciated in that Proclamation. Of these guiding principles perhaps there are three which are most related to our transportation submission.

- Principle 1 - the dignity, independence and potential of persons with disabilities will be respected in all aspects of life;
- Principle 2 - persons with disabilities have equal rights and equal obligations to participate in and contribute to community life;
- Principle 3 - services and programs will be aimed at integrating persons with disabilities into existing social and economic structures.²

It is only when these principles are applied, as a cohesive policy of government throughout all ministries, that independence and

² Brief to the Social Assistance Review Committee by the Ontario March of Dimes, January 22 1987

THE SECRETARY

At the present time there is no communication between the people with regard to the situation, and it is necessary to inform them. The situation is very serious and it is necessary to inform them. The situation is very serious and it is necessary to inform them. The situation is very serious and it is necessary to inform them.

It is necessary to inform them of the situation. It is necessary to inform them of the situation. It is necessary to inform them of the situation. It is necessary to inform them of the situation. It is necessary to inform them of the situation.

Paragraph 1 - The situation is very serious and it is necessary to inform them. The situation is very serious and it is necessary to inform them. The situation is very serious and it is necessary to inform them.

Paragraph 2 - The situation is very serious and it is necessary to inform them. The situation is very serious and it is necessary to inform them. The situation is very serious and it is necessary to inform them.

Paragraph 3 - The situation is very serious and it is necessary to inform them. The situation is very serious and it is necessary to inform them. The situation is very serious and it is necessary to inform them.

It is necessary to inform them of the situation. It is necessary to inform them of the situation. It is necessary to inform them of the situation. It is necessary to inform them of the situation. It is necessary to inform them of the situation.

Report to the State Secretary, January 22, 1947

full contribution by persons with physical disabilities will begin to be possible.

We are aware that a Hamilton-Wentworth study (on behalf of GO) is currently underway to determine ridership needs, now and in the future, and that a decision will soon be reached on whether to utilize the CP/Hunter Street or the CN/James Street route for future expansion.

GO service will be increased as demands dictate, and whether the study justifies a large expenditure at this time on stations, tracks, buses or access points, we would request that features of accessibility (barrier free design) be included in any plans. It is imperative that this be considered for the retrofit of any existing buildings as well as all new construction. We believe that with the Provincial Proclamation Principles and the Ontario Legislature having passed into third and final reading the Equality Rights Statute Law Amendment Act, along with the recent changes to the Ontario Building Code, physically accessible transportation should be given to all citizens.

We feel the Transit Advisory Group have a crucial role to play in the physical accessibility of GO stations.

the Commission for the purpose of the present report.

It is noted that a number of persons have been identified as having been involved in the activities of the Commission, and that a number of persons have been identified as having been involved in the activities of the Commission.

It is noted that a number of persons have been identified as having been involved in the activities of the Commission, and that a number of persons have been identified as having been involved in the activities of the Commission.

It is noted that a number of persons have been identified as having been involved in the activities of the Commission, and that a number of persons have been identified as having been involved in the activities of the Commission.

HALTON TRANSPORTATION

The inability of people with physical disabilities to travel between local municipalities (intra regional trips) and to neighbouring regions (inter regional trips) was well documented in the Regional Municipality of Halton Transportation Study for Disabled Persons (January 1985 Summary Report Phase One: Assessment of Travel Needs). Four routes in this study were identified as having sufficient ridership to warrant service:

Halton Hills to Milton

Milton to Oakville

Oakville to Burlington

Burlington to Hamilton.

Transportation operators are now being approached by the Region to ascertain their interest in providing service and at what cost. (Evaluation of Service Options August 1985 Summary Report Phase Two.) The Halton Region Health and Social Service Committee will meet, possibly in February 1987, to review this information. Also \$40,000 has been proposed in the 1987/88 Halton Regional Council budget. However, this does not guarantee Regional Council will approve the process of tendering in the 87/88 budget year.

We agree that local municipalities and regions have a role to play in providing transit service for all persons within the region. In this case of Halton the initiation came from the region and it will approach the province for funding if the

WATER RESOURCES

The availability of water is a critical factor in the development of the region. The region is characterized by a semi-arid climate with low annual rainfall and high evaporation rates. The water resources are primarily derived from surface water bodies, including the Colorado River and the San Juan River. The region also has significant groundwater resources, which are being increasingly relied upon for water supply. The water resources are being developed through a variety of projects, including dams, canals, and wells. The development of water resources is essential for the economic and social development of the region.

Water Resources Development

Colorado River

San Juan River

Groundwater

The water resources development projects in the region are being implemented through a variety of means. The Colorado River is being developed through a series of dams and canals. The San Juan River is being developed through a series of dams and canals. Groundwater is being developed through a series of wells and pumping stations. The water resources development projects are being implemented by a variety of agencies, including the federal government, state governments, and local governments. The water resources development projects are essential for the economic and social development of the region.

The water resources development projects in the region are being implemented through a variety of means. The Colorado River is being developed through a series of dams and canals. The San Juan River is being developed through a series of dams and canals. Groundwater is being developed through a series of wells and pumping stations. The water resources development projects are being implemented by a variety of agencies, including the federal government, state governments, and local governments. The water resources development projects are essential for the economic and social development of the region.

service is implemented. However, a problem can arise when one municipality or region has a system and others do not. Transit for the disabled should not depend on where you live. This is too important to leave to regional governments to decide. The impetus should come from the Province down, and not the Region on upward.

The Hamilton-Wentworth parallel system (DARTS) was developed to serve an entire region. With the increased demand for service, problems developed with waiting lists and standby lists and a budget expansion request at Regional Council level originally met opposition. Thus you will see that although the Ministry of Transportation and Communication's policy³ for physically disabled persons currently makes provision to fund services carrying trips into adjacent municipalities where there is a continuous urban area, there are alderpersons who do not support expansion within the region of Hamilton-Wentworth, let alone outside the region.

The Province must lead the way in providing a comparable service throughout the Province in order that the level of service is not dependant upon the region in which you live.

3 The Regional Municipality of Halton, Transportation Study for Disabled Persons, Summary Report Phase Two 1985, p 26

ONTARIO MARCH OF DIMES TRANSPORTATION POLICY

The Ontario March of Dimes has adopted the following as their transportation policy:

Recommendations

The Ontario March of Dimes believes public transportation should be provided for and accessible to all people with physical disabilities in Ontario, in both rural and urban areas, who wish to travel around their communities, between cities, or out of province.

- 1 - We believe that the provincial government should adopt a policy of funding only new public transportation services that are physically accessible.
- 2 - Over the long term, reasonable access for disabled persons should be provided to all modes of transportation accessible to the general public. We support a continuum of useable transportation services and encourage airlines, railways, and bus services operating in the Province of Ontario to accommodate disabled passengers.
- 3 - Upgrading in four areas: vehicle access, station or terminal access, provision of required ancillary services for disabled persons, and improved staff understanding and willingness to assist disabled travellers will be required to successfully integrate transportation systems.
- 4 - In the interim, the OMOD supports the development of parallel transportation systems and partial modification of the public system.

WATER RESOURCES INVESTIGATION NO. 1

The purpose of this investigation is to determine the water resources of the area.

Introduction

The purpose of this investigation is to determine the water resources of the area. The purpose of this investigation is to determine the water resources of the area.

The purpose of this investigation is to determine the water resources of the area. The purpose of this investigation is to determine the water resources of the area.

The purpose of this investigation is to determine the water resources of the area. The purpose of this investigation is to determine the water resources of the area.

- 5 - In utilizing public transportation services, people with disabilities should expect the following as their rights:
- a) To be treated with dignity.
 - b) To have reasonable access to service.
 - c) To receive service within a reasonable time frame.
 - d) To select the mode of service of their choice.
 - e) To determine their own degree of self-reliance when in transit.

To this end, the Ontario March of Dimes fully endorses the following Underlying Principles of Transport Canada's Policy on the Transportation of Disabled Persons:

- 1 - The Federal Government has a responsibility to ensure that reasonable, reliable and equitable transportation services and facilities are available to able-bodied and disabled persons alike.
- 2 - Disabled persons are entitled to be treated with the same dignity, consistency and consideration as are all other passengers when travelling, and to receive services customarily available to the general public.
- 3 - Disabled passengers should not be subject to any unreasonable terms and conditions of carriage.

Briefs to the Canadian Transport Commission on National Rail Transportations for the Physically Handicapped (10/79); the Ontario Task Force on Provincial Rail Policy (2/6/80); the Special Committee on the Disabled and the Handicapped (8/80, 7/81); and the Air Transport Committee of the Canadian Transport Commission on Air Fare Policy (3/84) consistently reinforced this position.

The following points are suggested for consideration by the Committee in connection with the proposed amendments to the Bill:

- (a) The proposed amendments should be confined to the Bill as it stands.
- (b) The proposed amendments should be confined to the Bill as it stands.
- (c) The proposed amendments should be confined to the Bill as it stands.
- (d) The proposed amendments should be confined to the Bill as it stands.
- (e) The proposed amendments should be confined to the Bill as it stands.

I am, Sir, very respectfully,
Your obedient servant,
J. H. [Name]

The following points are suggested for consideration by the Committee in connection with the proposed amendments to the Bill:

- (a) The proposed amendments should be confined to the Bill as it stands.
- (b) The proposed amendments should be confined to the Bill as it stands.
- (c) The proposed amendments should be confined to the Bill as it stands.
- (d) The proposed amendments should be confined to the Bill as it stands.
- (e) The proposed amendments should be confined to the Bill as it stands.

It is suggested that the Committee should consider the following points in connection with the proposed amendments to the Bill:

- (a) The proposed amendments should be confined to the Bill as it stands.
- (b) The proposed amendments should be confined to the Bill as it stands.
- (c) The proposed amendments should be confined to the Bill as it stands.
- (d) The proposed amendments should be confined to the Bill as it stands.
- (e) The proposed amendments should be confined to the Bill as it stands.

SUMMARY OF RECOMMENDATIONS

We realize that a totally integrated system for people with physical disabilities will take time, and money, and therefore recommend:

- 1 - Continued support and maintenance of the concept of parallel service;
- 2 - The parallel service, in addition, will become a feeder system linking intra-city (within regions and cities) transportation to inter-city transportation (GO Transit);
- 3 - Shelters at transfer points can be added to support and expand the feeder system;
- 4 - The inter-city transportation (GO Transit) should be accessible by the modification of the mass transit vehicles, stations and transfer points;
- 5 - The Province should take the lead in resolving the funding and licensing issues which must be addressed to ensure co-operation between municipal transit systems, para-transit systems and the provincial (GO Transit) system.
- 6 - Co-ordination and communication between the suppliers of service and users must be maintained in order to provide an effective, workable system:
 - a) The Province should develop ongoing information on the composition and needs of mobility impaired persons;
 - b) A permanent advisory committee from within the disabled community should be struck to advise the Ministry of Transportation & Communications on projects and evaluation.

Summary of Recommendations

It is recommended that a further investigation be made into the possibility of using the existing water supply for the purpose of irrigation.

1 - Consideration should be given to the possibility of

using the water for

2 - The present system of irrigation, which is based on the

use of the existing water supply, should be maintained.

3 - The present system of irrigation should be maintained.

4 - The present system of irrigation should be maintained.

5 - The present system of irrigation should be maintained.

6 - The present system of irrigation should be maintained.

7 - The present system of irrigation should be maintained.

8 - The present system of irrigation should be maintained.

9 - The present system of irrigation should be maintained.

10 - The present system of irrigation should be maintained.

11 - The present system of irrigation should be maintained.

12 - The present system of irrigation should be maintained.

13 - The present system of irrigation should be maintained.

14 - The present system of irrigation should be maintained.

15 - The present system of irrigation should be maintained.

16 - The present system of irrigation should be maintained.

17 - The present system of irrigation should be maintained.

18 - The present system of irrigation should be maintained.

19 - The present system of irrigation should be maintained.

20 - The present system of irrigation should be maintained.

SUMMARY

The demand for transportation is multidimensional and relates to all system attributes - comfort, convenience, frequency, speed, and information. The demand for transportation services assumes a demand for activity participation. The latent demand for transportation services must also assume a latent demand for community activity participation or a demand for better transportation.

A simplified conceptual model of latent demand is: to participate in an activity, a person must know about the activity, to be able to participate (physically, financially, and otherwise), and desire to participate. For instance, if a person were to earn more money, he or she might enroll in further training or education, or attend church, theatre or recreational pursuits more often.

We believe that the latent demand of people with disabilities for transit will far surpass any calculated expectations. The time to act on accessibility of GO Transit is now!

It is also time for the Province to take the lead in providing a comparable regional transportation service so that it does not depend on what region you live in as to what level of service you will receive.

Prior to the last Provincial election, (now) Premier David Peterson

1919

The second for the purpose of which the money was raised
is the purchase of the property - the land, the buildings, the
furniture, and the other things which are necessary for the
conduct of the business. The money for the purchase of the
property is the first of the money which is raised. The
money for the purchase of the furniture and the other things
is the second of the money which is raised. The money for
the purchase of the land is the third of the money which is
raised.

The third for the purpose of which the money was raised
is the purchase of the property - the land, the buildings, the
furniture, and the other things which are necessary for the
conduct of the business. The money for the purchase of the
property is the first of the money which is raised. The
money for the purchase of the furniture and the other things
is the second of the money which is raised. The money for
the purchase of the land is the third of the money which is
raised.

The fourth for the purpose of which the money was raised
is the purchase of the property - the land, the buildings, the
furniture, and the other things which are necessary for the
conduct of the business. The money for the purchase of the
property is the first of the money which is raised. The
money for the purchase of the furniture and the other things
is the second of the money which is raised. The money for
the purchase of the land is the third of the money which is
raised.

The fifth for the purpose of which the money was raised
is the purchase of the property - the land, the buildings, the
furniture, and the other things which are necessary for the
conduct of the business. The money for the purchase of the
property is the first of the money which is raised. The
money for the purchase of the furniture and the other things
is the second of the money which is raised. The money for
the purchase of the land is the third of the money which is
raised.

The sixth for the purpose of which the money was raised
is the purchase of the property - the land, the buildings, the
furniture, and the other things which are necessary for the
conduct of the business. The money for the purchase of the
property is the first of the money which is raised. The
money for the purchase of the furniture and the other things
is the second of the money which is raised. The money for
the purchase of the land is the third of the money which is
raised.

was asked if his party formed the next government would he:
"Modify the GO Transit system by making all new stations and vehicles accessible while phasing in renovations of existing stations and vehicles toward this goal?"

We congratulate Premier Peterson on his response, which was
"All new stations and vehicles would be accessible. My goal would be to begin increasing the accessibility of existing transportation services."

This commitment, together with the Government passage of the Proclamation Principles, amendments to the Ontario Labour Code, and amendments to the Ontario Building Code, all have encouraged us to believe our recommendations will receive serious consideration.

BIBLIOGRAPHY

Miller, Joel A., Alan M. Voorhees & Associates Inc., Latent Travel Demands of the Handicapped and Elderly, 1976

Potter, Beryl, Chairperson, Coalition Promoting Accessible Public Transportation Systems, deputation presented to the Interdepartmental Committee on Disabled Persons, April 4, 1986.

Regional Municipality of Halton, Transportation Study for Disabled Persons, Phase One and Two. Prepared by DelCan Consulting Engineers and Planners, August 1985

Summary Report of the National Survey of Transportation Handicapped People, prepared for U.S. Department of Transportation Urban Mass Transportation Administration June 1978.

The Comprehensive Plan, Chicago Department of Development and Planning 1966.

Ontario March of Dimes, The Advocate, May/June 1985

Ontario March of Dimes, Transportation Policy.

Ontario March of Dimes, Brief to the Social Assistance Review Committee, Jan 1987

1951-1952

- Miller, Joel A., Alan B. Johnson & Associates Inc., Inc.
Tenth Round of the Development and Study, 1951
Peters, Bruce, Christopher, Douglas, William, 1951
Public Transportation Study, Department of the
Interdepartmental Committee on Public Transportation, April 5,
1951
Regional Development of Public Transportation Study for
Selected Areas, March 20 and 21, 1951
Consulting Engineers and Architects, August 1951
Summary Report of the National Survey of Transportation
Development, March, prepared for U.S. Department of
Transportation under the Transportation Administration
June 1951
The Comprehensive Plan, Chicago Department of Transportation and
Planning 1951
Public Works of State, The Highway, January 1951
Public Works of State, Transportation 1951
Public Works of State, State of the Union Address 1951
Committee, Jan 1951



ONTARIO MARCH OF DIMES

BURLINGTON COMMITTEE FOR
THE PHYSICALLY DISABLED

P.O. Box 93, Station "A"
Burlington, Ontario, L7P 1X3

Thursday, February 5, 1987.

Ms. Susan Ginn,
Community Services Manager,
Ontario March of Dimes,
495 Woodward Avenue,
Hamilton, Ontario,
L8H 6R6.

Dear Ms. Ginn,

On behalf of the Burlington Committee for the Physically Disabled I should like to express my whole hearted support for the Ontario March of Dimes submission to the Transit Advisory Group.

At the present time, within the city of Burlington, there is a transportation system in place for the physically disabled. However, should a disabled person wish to travel outside the boundaries of the city, the obstacles are enormous, if not impossible to overcome.

In the view of our committee, it is essential that the disabled of our community be accorded similar rights of access to inter-regional transportation that all ambulatory citizens enjoy.

In order to achieve equality the disabled must be free to seek medical assistance, education, employment and recreation outside the confines of their own city. It is only when full access to public transportation is available that this goal can be achieved.

Sincerely yours,

Chair, Burlington Committee
for the Physically Disabled.

BUILDING COMMITTEE FOR
THE PHYSICALLY DISABLED

P.O. Box 23, Station "A"
Burlington, Ontario, L7R 1X2



ESTABLISHED 1961

TO: [illegible]

[illegible text]

Dear Sir:

[illegible text]

[illegible text]

[illegible text]

[illegible text]

Sincerely,

[illegible signature]

[illegible text]



DISABLED & AGED REGIONAL TRANSIT SYSTEM

28 Ewen Road
Hamilton, Ont. L8S 3C4

Telephone 529-1212

January 26, 1987

Transit Advisory Group
719 Young Street
Suite 205
Toronto, Ontario
M4Y 2B5

Dear Sirs:

We at the Disabled and Aged Regional Transit System of Hamilton-Wentworth Region, would like to support the transportation proposal of the Ontario March of Dimes.

The need for fully accessible facilities is necessary to meet the needs of all of our community especially our approximately 4,000 registered passengers.

Yours truly,

H. McLaren

H. McLaren
Community Relations
Co-ordinator

HM:mbp



Oakville Board
& Volunteer Bureau

1515 Rebecca Street, Suite 301, Oakville, Ontario L6L 5G8 Telephone (416) 827-7299

January 27, 1987

Mrs. Susan Ginn
Ontario March of Dimes
495 Woodward Ave.
Hamilton, ON
L8H 6N6

Dear Susan,

Re: New Trends & Advisory Group Submission

I am writing to wholeheartedly support the Ontario March of Dimes brief regarding the Transportation Advisory Group Submission. It is imperative that the transportation needs of the disabled be recognized and met.

There are several important issues I wish to state:

- 1) Retrofitting of existing Go-Stations must take place to ensure equal access to transportation which is the right of every disabled individual.
- 2) Funding and licensing issues must be addressed to ensure cooperation between groups and regions for interregional transportation.

It is only when the disabled have equal access to public transportation that we can say that the basic fundamental rights of the disabled have been met.

Sincerely,

Pamela Caine Stokes
Chairman, Oakville Committee for the Physically Disabled
President, Action Oakville Club



January 1967

January 17, 1967

Mr. James E. ...
Chairman, Board of Directors
400 ...
...
...

Dear Sirs:

Re: The ...

I am writing to you regarding the ...
...
...

There are several important issues I wish to raise.

1) ...
...
...

2) ...
...
...

It is only when the ...
...
...

Sincerely,

[Signature]

James E. ...
President, ...
...



350 KENILWORTH AVE. N.
HAMILTON, ONTARIO L8H 4T3



TELEPHONE (416) 545-3475
TTY/TDD (416) 545-1448

A Decade of Dedication

January 29, 1987

March of Dimes
495 Woodward Avenue
Hamilton, Ontario
L8H 6N6

Dear Susan Ginn:

I am writing this letter in support of the brief presented by the March of Dimes regarding the accessibility of transportation for the disabled on an inter region basis.

We at P.A.T.H. Employment Services see a real need for inter-regional transportation between Burlington and the Hamilton Wentworth area. We serve disabled clients and community business' in both cities but find the limitation of D.A.R.T.S. in the Hamilton and Handyvan in Burlington a barrier to employment. It is not feasible for a client of ours to be employed in either Hamilton or Burlington while living in the other city, because of the length of time it would take for transportation in each service compounded by the waiting period between transfers.

Some of our clients have very specific skills and can only find suitable employment in a few select places. These particular clients in the past have been faced with a rare job opportunity in the region other than where they live. Their options have been to his transportation each way, moving (which is extremely difficult due to accessibility) or losing this placement. None of the above options have been productive.

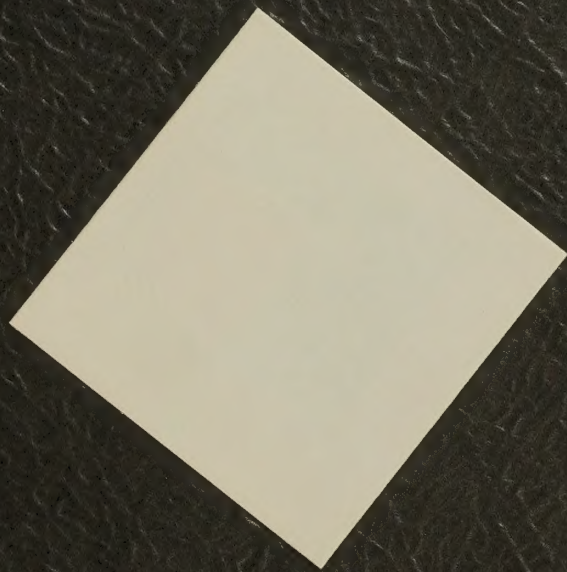
Thank you for your reference in making this an issue to consider.

Sincerely,

A handwritten signature in cursive script that reads "A. Mallett / per G. Rybick".

A. Mallett
Executive Director

AM/gr



000 11111
000 11111
000 11111

HAMILTON PUBLIC LIBRARY



3 2022 21335726 8

DUO TANG®
51260
MADE IN U.S.A.